

WAR SILHOUETTES.

PEN PICTURES OF OUR GALLANT SOLDIERS IN THE THICK OF THE FIGHT.

Second only to the descriptions of the war correspondents are the graphic if homely pen-pictures of our gallant soldiers at the front. They take one right into the thick of the fight, amid the cracking of rifles, and the hissing of bullets. The *London Daily Leader* gives some extracts:

HE BAYONETED FOUR BOERS.

Pte. L. Thompson, a reservist of the 60th Foot, who was in the battle of Glencoe, in which Gen. Symons was mortally wounded. "You will be cut up to hear that poor Ford is among the killed. But he killed four Boers with a bayonet before he fell dead in my arms. I shall never forget it as long as I live, because as he fell he gave a groan and said 'mother,' and that word has been ringing in my ears ever since. But he died like a British soldier. One man next to the was hit by a shell, and I was almost blinded by his blood."

SPIKED HIS GUN.

Private Matthews, of the 18th Hussars, who was also with Symons at Glencoe: "Then they hoisted the flag of truce to fetch their wounded, but it really was a ruse for changing position. As they were crossing the open we could have cut them to pieces, but the officers would not give the order, saying that it is a poor way of retreating. His horse was shot under him. Then he was shot; he turned, spiked his gun and made it useless to them."

BULLETS THICK AS HAIL.

Corpl. James Smith, a Gordon Highlander, writing from Ladysmith, thus describes the fight at Elandsfontein: "We gave them an awful peppering when they were retreating. The Boers took up a position on another hill to cover their retreat. I went down to the foot of the hill, and started to fire at them. I was sitting there as pleased as a school boy in a fruit garden, when the firing got rather hot. I never expected to get to the top of the hill alive as the bullets were dropping like a shower of hail."

WAITING FOR BULLER.

Pte. Geo. Cluley, 1st Battalion King's Royal Rifles, wrote from Ladysmith: "We are all patiently waiting for Sir Redvers Buller and his army corps. Then, let 'em all come, for there is not half enough troops here to chase a cat round our backyard."

BOER DISLIKE FOR BRITISH STEEL.

Pte. Alfred Sumner, of the King's Own Rifles, at Dundee: "About half a dozen who saw they could not get away fell on their knees, and begged to have their lives spared. They can stick bullets, but they do not like British steel."

SURROUNDED BY DEAD BOERS.

Pte. Beauchamp, of the 1st Devons, writing of Elandsfontein: "I shall never forget it. We have had a glorious victory. There are 12 dead Boers lying around me, and we are on top of the enemy's position. The bullets flew about like rain, and I thought every minute I was shot."

HOW TALANA HILL WAS CAPTURED.

Pte. Down, of the 1st Battalion King's Royal Rifles, writing of the fight at Talana Hill, said it took them eleven and a half hours' hard fighting to get possession of the hill. Our men were dropping down wounded, and our Colonel thought they were retreating. He turned round, revolver in hand, and said that any man retreating under the Boer fire he would shoot. At last immediately he received a bullet in his heart and fell never to get up again. We must have killed a thousand Boers, as they found 800 buried in a coal pit."

LIGHT SMOKERS.

"You may have noticed that the Japanese who visit America are very moderate smokers," said a prominent Japanese now travelling in the United States to a *Washington Star* reporter recently. "Those of my countrymen who do indulge in the weed, mostly smoke cigarettes, or preferably the smallest pipes filled with the mildest tobacco obtainable. Of course there are Japanese who like some Americans have such a craving for tobacco that nothing less than the strongest cigar or the largest pipe will satisfy them. But such smokers are exceptionally few among the Japanese. As a rule my countrymen, whether at home and abroad are satisfied with short smokes, such as a cigarette or a tiny pipe affords."

"The Japanese are moderate smokers, not so much because they are small people, but for the reason that up to within recent years but very little tobacco came into Japan and the tariff on it was very high. Being a poor but frugal race the masses purchased only limited quantities of the weed, which as a matter of economy they have for generations been taught to smoke in only the tiniest pipes. These pipes, the most popular of which held about as much tobacco as would fill an ordinary thimble, are a survival of the days when money was scarce, tobacco dear and the tariff high. In another generation or two when Japan shall have taken her place among the wealthy nations of the world, my countrymen will no doubt smoke large quantities of tobacco, and then the small pipes will be abandoned for big ones, such as Englishmen and Americans now smoke."

A DOCTOR'S LETTER FROM DE AAR.

A correspondent kindly forwards to us the following extract from a letter written by a doctor at the De Aar Hospital:

The Hospital, De Aar, Dec. 24th. No one walking through this hospital would imagine that the majority of the men were really sick and wounded. Every one is cheerful, and the majority cannot be considered to be at all ill. The kindness and generosity of all the residents here, and throughout the whole colony, are simply marvellous. The whole thing seems to be supervised by the National Aid Society. Yet all the ladies, stationmaster's wife, &c., are individually devoted to their work. Every afternoon the hospital is crowded with ladies distributing every delicacy you can imagine, boxes of eggs, fowls, tobacco, &c., pour in all day, and in fact, we receive more than we can use, and have to send some on to Orange River. The other day I was sent down to Cape Town with a sick convoy, and the kindness of everyone on the way opened my eyes. One old lady at a station refreshment room, after handing over heaps of good things to me for the men, almost wept while discussing the 'best news' she 'only' joy in life seemed to be that she could do her humble share in providing comfort for the sick and wounded. All the officers and men of the Cape Volunteers who passed the line from Cape Town are just the same—eager to do the most they can, for you, such kindness from strangers I have never seen before. I am thankful to be able to say that most of the wounded do extremely well, and the best medical care here is surprising in the recovery. Dr. after a day or two at the big hospital in Cape Town said he thought he might as well go home: all his ideas have proved to be wrong by the rapid recovery.

SPION KOP.

LONDON, January 30th. A special dispatch from Pretoria, dated Friday, January 25, 9 a.m., says: "I have just ridden in here, having left General Buller's forces in the new positions south of the Tugela, to which they retired in consequence of the reverse at Spion Kop."

"The fighting, both before and after the occupation of the mountain, was of a desperate character. Spion Kop is a precipitous mountain, overlooking the whole line of kopjes, along the upper Tugela. On the eastern side the mountain faces Mount Alice and Pottgieter's Drift, standing at right angles to the Boer central position and Lyttelton's advanced position. The southern part descends in abrupt steps to the lower line of kopjes. On the western side, opposite the right outposts of Warren's force, it is impossibly steep except at the point where the neck joins the kop to the main ridge. Then there is a gentle slope which allows easy access to the summit."

"The neck was strongly held by the Boers, who also occupied a heavy spur, parallel with the kopje, where the enemy was concealed in no fewer than thirty-five rifle pits and was thus enabled to bring to bear upon the men a damaging cross fire, the only possible point for a British attack being the southern side, with virtually sheer precipices on the left and right."

"A narrow footpath, admitting men in single file only to the summit, opens into a perfectly flat tableland, upon which the Boers had hastily commenced to make a transverse trench. Our men were able to occupy the further end of this tableland, where the ridge descended to another flat, which was again succeeded by a round eminence held by the Boers in great strength."

"The ridge held by our men was faced by a number of strong little kopjes at all angles, whence the Boers sent a concentrated fire from their rifles, supported by a Maxim-Nordenföld and a big long range gun. What with rifles, the machine guns and the big gun, the summit was converted into a perfect hell. The shells fell continuously on our ranks and rifle fire from an absolutely unseen enemy was soon perfectly appalling."

"Re-enforcements were hurried up by General Warren, but they had to cross a stretch of flat ground which was literally torn up by the flying lead of the enemy. The unfinished trench on the summit gave very questionable shelter, as the enemy's machine guns were so accurately trained upon the place that often sixteen shells fell in the trench in a single minute."

"Mortal men could not permanently hold such a position. Our gallant fellows held it tenaciously for twenty-four hours and then, taking advantage of the dark night, abandoned it to the enemy."

"The Central News, correspondent, with General Buller's forces telegraphed: 'The ammunition section of our infantry gave out on Wednesday's fighting.' Other dispatches confirm this, and how that the British withstood part of the attack on Spion Kop with only bayonets against bullets. The failure to keep the firing line supplied with ammunition was another murderous blunder.—S. F. Chronicle."

RUSSIA AND PERSIA.

ST. PETERSBURG, January 30th. It is semi-officially announced that the Government, at the request of the Government of Persia, and in view of the good relations between the two Governments, has authorized the Loan Bank of Persia to take up the loan of 22,500,000 roubles about to be issued in Persia under the designation of the 5 per cent Persian gold loan of 1900. The Loan Bank, therefore, has contracted to take up the loan, which is repayable in seventy-five years and guaranteed by all the Persian customs receipts, except the revenues of the Custom-house of Fars and the custom-houses of the Persian Gulf. In the event of a day in the payments of the Loan Bank will have the right to control the custom-houses. Persia undertakes to redeem all former obligations out of the new loan and not to contract any other foreign loan until the new loan is paid off, without the consent of the Loan Bank. Russia guarantees the bonds of the Persian loan."

BERLIN, January 30th. The news of the Russian loan to Persia is interpreted in Germany to mean that Persia has virtually become Russian. The press takes that view, which the latest diplomatic reports from Teheran confirm. In Berlin financial circles it is said that the loan will not come to the German market."

The *National Zeitung*, referring to the Russian loan, says: "There is no doubt that Persia will hereafter be absolutely dependent upon Russia. The latter may have made a doubtful financial bargain, but politically considered the transaction is unquestionably of the highest importance."

LONDON, January 30th. There is a widespread idea here that the Persian loan has finally accomplished Russia's long laid plans to obtain complete political and financial control of Persia, with the double object of ousting the British and assuring Russia an outlet on the Persian Gulf.

ST. PETERSBURG, January 30th. The *Pottia* asserts that it was not necessary for Russia to take a hand in the coup d'état, because "A Russo-Japanese alliance is inevitable. It is only a question of time. In the meanwhile it is important that the control of the naval and military forces of China does not fall into the hands of the Americans, British or Germans."

The paper concludes: "We must keep on the alert and see how the new situation affects the interests of Western Europe—above all, those of England."

INTERNATIONAL PRIZE FOR LIFE-SAVING APPARATUS.

The heirs of Mr. and Mrs. Antony Pollok, who perished in the wreck of the *Bourgeois*, stated their intention some time ago of giving a reward of £4,000 to be granted in connection with the Paris Exhibition, to the inventor of the best apparatus for saving life at sea. The heirs have just been fixed by Mr. Alfred Picard, the Commissioner-General of the Exhibition, and Mr. Ferdinand W. Peck, the American chief commissioner. It has been decided that the inventors of contrivances intended to prevent the sinking of ships after a collision shall be allowed to compete. Intending competitors must, in the first place, secure admission as exhibitors into class 33, the class that covers the shipping industry. They must make a special application for the prize, and this application must be made by the inventor, not a Frenchman, through the national commissioner. It is not necessary that the inventions should be exhibited in working order; models or plans will suffice, but the jury have the right to order trials for which every facility will be given, but which will be at the expense of the inventor. Competitors must send in their applications before March 1st.

There is always something happening to worry me," exclaimed the Chinese Emperor to the friend with whom he was travelling in the West. "What the matter now?" "The rumour that I am alive has been started again."

FILIPINO INDEPENDENCE.

WASHINGTON, January 30th. For more than three hours to-day Bacon (D.) of Georgia occupied the attention of the Senate with a discussion of the Philippine question. His argument, which had for its basis his own resolutions declaratory of the Government's policy toward the Philippines, was listened to carefully by his fellow Senators and by a large gallery audience. He maintained that the United States owed as much to the Filipinos as it does to the Cubans, to whom, by resolution of Congress, self-government had been promised, and he strongly urged that his resolutions declaring it to be the intention of this Government to confer the right of Government upon the Filipinos be adopted as a means, not only of terminating the war, but of extending to a struggling people justice and freedom. He urged a resolution directing the Committee on Rules to consider whether some suitable plan could not be adopted for the enlargement of the Capitol, and for providing for the transaction of public business, other than legislative business, elsewhere, so that there may be sufficient space provided for the convenient transaction of the business of the two Houses of Congress. The resolution was agreed to.

Pettigrew asked unanimous consent to have printed as a public document a statement by Aguinaldo giving a history of the revolt of the Filipinos against the Spaniards. He said it was a document of great interest to the Senate and to the country, but, on objection, this question went over.

After the passage of a number of bills on the calendar, Bacon addressed the Senate on the Philippine question. As Bacon was concluding a lively colloquy occurred between him and several other Senators. Spooner inquired on what theory Bacon proposed a declaration by this Congress that could in any way bind subsequent Congresses. Bacon responded that the same declaration that the Fifty-sixth Congress had made with reference to the Cubans ought to be made with reference to the Filipinos. Congress had the right to make such a declaration, even if it were not binding upon future Congresses.

Teller the author of the Cuban resolution, said that it had been a matter of sincere regret that he had not incorporated in the resolutions the people of the United States in addition to the Cubans. He believed, however, that the United States stood before the world committed to the self-government of the Filipinos that as such self-government as they were capable of. He maintained that the pacification of the islands must be the first object of the United States, however. He regretted that this pacification now must be by the sword.—N. F. Chronicle."

SEA AND LAND POWER.

Commenting upon the recent utterances of Capt. Mahan, the *San Francisco Call* says: "One of the extraordinary incidents of the war against the South African republics is a letter written by Captain A. T. Mahan of the navy, chiding Americans for expressions of sympathy with the Boers. In this epistle Captain Mahan says: 'There are very many among us, myself certainly one, who feel as strongly in favour of Great Britain as others do of her enemy. Let us all be careful not to provoke one another by immoderate expressions of opinions to which public meetings tend. Those on one side provoke retaliation on the other side. In the problems of the near future good understanding with Great Britain is too important for us to permit the impression that we are all against her here, and we may find ourselves in an unseemly state of party division for and against foreign states, as in the beginning of this century between the French and British parties. I avail myself of this opportunity to say that, in my judgment, not only is the cause of Great Britain just, but to have failed to uphold it would have been to fail in national honour.'"

Perhaps Captain Mahan in his certainty of the high authority of his own opinion fails to see that his is the most irritating utterance yet heard in the whole affair. He depreciates division on the subject, at the same time claiming the right to advise the suppression of all public expressions adverse to his own limitless championship of Great Britain. Nothing is better calculated to cause extreme expressions than his ill-advised letter. He declares that it is wrong to be divided in opinion for and against foreign states! Had he put his case against any expression in the affairs of foreign states he would have had some standing in reason, which he now entirely lacks.

Captain Mahan is the author of a very able work on "Sea Power," the possession of which he regards as necessary to national life, and primary in which, possessed by any nation, makes it the dictator of the world. Perhaps he sees his theory in danger, in the success of the South African republics. If Great Britain fail in her aggression upon them her influence wanes, notwithstanding her primacy of the seas. Like all theories based upon the utility of unthinking force, Captain Mahan's may be examined to its detriment. Its analogue was the senior theory that the ownership of land power in the form of the greatest army was a necessary guarantee of national life. All of the empires and experiments in empire, from Babylon to Bonaparte, were based on that theory and they all failed and fell. The professional advocates of the righteousness of might now fall back upon the sea, as history has driven them from the land. Aside from the academic discussion of this theory, the American people have always sympathized with the effort of any others to establish and sustain republican government. We have gone further than this. We have even sympathized with those who by brave revolution have sought a change of dynasty in the hope and expectation of bettering themselves in their material condition. Instinctively, then, Americans are for the Boers. In this they stand with Bryce and Goldwin Smith, and the philosophers and thinkers, to whom England is indebted for a fame that will outlive her conquests and survive her empire. They are stung therefore, by such chiding as comes from the author of "Sea Power." Amongst them are those as well qualified as he to judge of the righteousness of England's pretensions in South Africa, and they resent, with proper spirit, his judgment of what constitutes the national honour of Great Britain and our obligation to uphold it as if we were subjects of the Crown. His letter is unwise and unfortunate, and republican America is sorry that it was written at all. It will produce a contrary effect to that which he intended. It he thinks that the public meetings of Americans, expressing sympathy with the Boers, provoke those who hold with him to retaliate, he is at liberty to proceed with retaliation. Halls are open for the cost of the rent and meetings to sympathize with Great Britain in the destruction of republics will be treated with all tolerance.

"This is pretty conduct," said the father; "pretty employment for the son of pious parents, to be saving boards in the garret on a Sunday morning, loud enough to be heard by all the neighbours. Sit down and take your book. The young man was unanimously excused from singing the proposed song."

SHIPPING REPORTS.

Capt. W. E. Sawyer, of the steamship *Taisang*, from Calcutta and Singapore, reports: "From Singapore fine clear weather, light N.E. winds and smooth sea."

Captain MacKenzie, of the steamship *Kewellin*, from Wuhu, reports: "From Yangtze to Lamecks strong N.E. monsoon, high sea, dull and rainy weather; from Lamecks to port moderate northerly winds, dull and overcast."

Captain J. Roach, of the steamship *Haitan*, from Coast Ports, reports: "Fog down to Amoy strong N.E. breeze, considerable sea, dull and overcast weather. Amoy to Swatow light E.N.E. to moderate N.E. breeze, moderate sea, overcast and clear. Swatow to port moderate E.N.E. breeze and sea, dull and cloudy weather. Vessels in Foochow:—*Creda, Wenchow, Chun-sang, Yik-sang, and Prosper*."

NOTANDA.

CALENDAR.

MARCH.
Meteorological means based on ten years' observations to 1893.
Barometer 30.141
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. On date at 10 p.m.
Barometer 30.11 30.01
Temperature 57 62
Humidity 86 96
Rainfall 0 0

TO-DAY.

Friday, 2nd March, 1900.
Chinese—2nd and 3rd moon of 26th year of Kwang-si.
Sun—Rises hr. 22min.
Set hr. 2min.
Moon—In Equator 7hr. a.m.
High water—Morning 10hr. 54min.
Afternoon 11hr. 20min.
Low water—Morning 4hr. 30min.
Afternoon 5hr. 5min.

ANNIVERSARIES.

1891—John Wesley died.
1841—Whampoa Island Battery carried.
1854—Death of the *Czar Nicholas*.
1880—P. & O. steamer *Thames* ashore in Lyece-moon Pass.
1882—Attempted assassination of the Queen.
1896—British s.s. *Lumber* lost on the Pescadore.
1897—Loss of the Dutch liner *Utrecht* off Ushant.
1899—Italian Minister demands lease of Samun Bay from Chinese Government.
1899—American commission left H.K. for Manila on U.S. *Baltimore*.

TO-MORROW.

Saturday, 3rd March, 1900.
Chinese—3rd and 4th moon of 26th year of Kwang-si.
Sun—Rises hr. 22min.
Set hr. 3min.
Moon—In Equator 7hr. 35min.
High water—Morning 10hr. 35min.
Afternoon 11hr. 25min.
Low water—Morning 4hr. 45min.
Afternoon 5hr. 15min.

ANNIVERSARIES.

1851—Liptak (Howqua's Folly) taken by the British.
1861—Emancipation of the serfs by Czar Alexander of Russia.
1877—Great fire at Foochow.
1900—Loss of the s.s. *Yetchin Maru*, near Hakodate, Japan.
1894—Mr. Gladstone resigned the Premiership.
1896—Outbreak of cattle plague in Hongkong.
1898—The Ikin station at Sze Yuen Kon gutted by robbers and Tis. 5,000 stolen.

AGENDA.

TO-MORROW.

The Paojom Mining Company's call of \$1 to bear interest.
Noon—P. & O. steamer *Clyde*, with mails, leaves for Europe.
C. & M. steamer *Dumaine*, leaves for Manila.
3 p.m.—The British India S. N. Co.'s steamer *Concoria*, leaves for Rangoon.
9 p.m.—Yeoman of the Guard, at City Hall.
Noon—U.S. Mail Line *China*, leaves for San Francisco.
4 p.m.—Football Semi-final for the H.K. Football Challenge Shield Engineer Institute V. C. Co. R.V.F.
H.K.N.C. ORDERS.
3 p.m.—Commandant's Parade. All members should endeavour to attend. Rehearsal for General's Inspection of Corps.

SUNDAY, 4th.

Cargo ex *Java* subject to rent.
MONDAY, 5th.
N. P. S. Co.'s steamer *Monmouthshire*, leaves for Portland, Oregon.
Noon—Hongkong and Kowloon Wharf and Godown Co., Ltd. Meeting of shareholders, at Company's offices.
9 p.m.—A. D. C. Yeoman of the Guard, at City Hall.
German Mail from Europe due.

TUESDAY, 6th.

WEDNESDAY, 7th.
C. N. steamer *Nanchang*, leaves for Tientsin.
O. S. Co.'s steamer *Nesler*, leaves for Liverpool (direct).
Extraordinary meeting of the Hongkong Land Investment and Agency Company, Limited, at their offices.
St. David's Ball at City Hall by the R. Welch Fusiliers.
3 p.m. Public sale of Crown Land at the offices P. W. D.
I. G. M. L. steamer *Bayern*, leaves for the Straits etc.
L. C. S. W. steamer *Mausang*, leaves for Sandakan (direct).
THURSDAY, 8th.
P. & O. steamer *Ceylon*, leaves for London.
Noon—China Fire Insurance Co., Ltd. 31st Ordinary Meeting of Shareholders, at Company's offices.
Noon—Hongkong Rope Manufacturing Co., Ltd. 15th Ordinary Annual Meeting of Shareholders, at the Company's offices.
Ocean Steamship Co.'s steamer *Sarpedon* leaves for London via Suez Canal.
Cargo ex *Doric* subject to rent.

FRIDAY, 9th.

C. N. steamer *Changha* leaves for Australia.
S. T. & O. steamer *Mowen* leaves for New York.

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (*Alcoa*) 5th inst.
German (*Bayern*) 6th inst.
German (*König Albert*) 6th inst.
American (*Nippon Maru*) 10th inst.
American (*City of Rio de Janeiro*) 17th inst.
Canadian (*Empress of China*) 20th inst.

The N. Y. K.'s steamer *Kawachi Maru* Europe line left Singapore, for this port to-day and is expected to arrive here on the 6th inst.

The Imperial German mail steamer *König Albert* carrying the German mails with dates from Berlin of the 5th February has left Singapore, on the 1st March at 1 p.m. and may be expected here on or about Tuesday at daylight the 6th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Ida de Cuba at Kowloon Dock.
H.M.S. Hermione
Tyren
Shantung
Shanghai
Kailong
U.S.S. Albatross
U.S.S. Whiting
Chien Tiao
Hongkong
D. Juan Austria Cosmopolitan
Hankow
Dolphin
Quaranta Aberdeen

PASSED THE CANAL.

Outward—20th Feb.—*Annam, Renader, Yangtze, Gwangsu, Serbia, Tamba Maru, Sibiria, Drummond, Korea*, 23rd February.
Anterior, 27th Feb.—*Bomary, Caldonia, Lxion, Kunakura Maru, Malacca*.
Homeward—16th Feb.—*Ambrisa, Sarnia*, 23rd Feb.—*Indravelli*, 27th February—*Varya, Dardanus*.

Shipping.

Arrivals.

HUNAN, British steamer, 1,196, Fraser, 1st Mar.—Wuhu 22nd Feb., Rice—Butterfield & Swire.
TAISANG, British steamer, 1,344, W. E. Sawyer, 2nd Mar.—Calcutta 10th Feb., Penang 20th Feb., and Singapore 23rd, General—Jardine, Matheson & Co.
HAIYAN, British steamer, 1,183, J. S. Roach, 2nd Mar.—Foonchow 27th Feb., Amoy 28th, and Swatow 1st Mar., General—Douglas, Laprak & Co.
HOLSTEIN, German steamer, 985, C. Inland, 2nd Mar.—Saigon 26th Feb., Rice—Jensen & Co.
KWEILIN, British steamer, 1,085, MacKenzie, 2nd Mar.—Wuhu 24th Feb., General—Butterfield & Swire.
NINPOO, British steamer, 1,240, Phillips, 2nd Mar.—Chinkiang 25th Feb., Rice—Butterfield & Swire.
SUISANG, British steamer, 2,164, E. I. Todd, 2nd Mar.—Java 19th Feb., Sugar—Jardine, Matheson & Co.
PARAMATTA, British steamer, 2,854, A. Symonds, 2nd Mar.—Bombay 13th Feb., and Singapore 25th, Mails and General—P. & O. S. N. Co.
TRYM, Norwegian steamer, 710, Hannestad, 1st Mar.—Swatow 28th Feb., Ballast—Harding, Buschmann & Menzell.
ARIEL, Norwegian steamer, 995, C. M. Rafen, 2nd Mar.—Swatow 28th Feb., Ballast—Jardine, Matheson & Co.

Clearances from the Harbour Office.

Yuen-sang, British str., for Manila.
Albia Maru, Japanese str., for Singapore.
Green-Chinese, str., for Shanghai.
Catherine Apar, British str., for Singapore.
Belgian King, British str., for Kobe.
Telena, British str., for Manila.
Katsang, British str., for Singapore.
Arab, British str., for Manila.
Kongnam, British str., for Canton.
Kaiti Lum, British steam-launch, for Macao.
Hailong, British str., for Swatow.

Departures.
Mar. 1, *Allerton*, British str., for Astoria.
Mar. 1, *Chinkiang*, British str., for Canton.
Mar. 2, *Thames*, British str., for Swatow.
Mar. 2, *Sabir Rickmers*, Brit. str., for Swatow.
Mar. 2, *Glenallach*, British str., for Amoy.
Mar. 2, *Sunkingung*, British str., for Manila.
Mar. 2, *Irene*, German cruiser, for Fomosa.
Mar. 2, *Mike Maru*, Japanese str., for Straits.
Mar. 2, *Angkor*, Norwegian str., for Swatow.
Mar. 2, *Vuchang*, British str., for Manila.
Mar. 2, *Jung*, Chinese str., for Shanghai.
Mar. 2, *Ningbo*, British str., for Canton.
Mar. 2, *Catherine Apar*, British steamer, for Calcutta.

Passengers—Arrived.

Per *Taisang*, from Calcutta, &c.—Rev. and Mrs. W. A. Mansell, Miss Easton, Lieut. Brooks, Messrs. Halladay, Li Yu Lin, Shen Tsun Shee, and 862 Chinese.
Per *Italian*, from Coast Ports—Rev. J. R. Hykes, Masters F. W. Shaw, B. Begley, Mr. Orange, Mr. Greig, Miss Bland, Messrs. P. Schaffner, F. C. Koo, 1 European and 269 Chinese.
Per *Paramatta*, for Hongkong from Bombay—Messrs. P. L. Wright, D. Vainia, Mrs. J. Selna and child, Mr. Sassoon Nission and servant, and Mr. D. Eosyaly. From Gibraltar—Mr. F. K. Pallas, from London—Messrs. E. McKay, Lewis, D. E. Maze, J. Dandie, F. Tremiere, F. Petrie, Mr. and Mrs. Denny, Messrs. J. and J. Denny (2). From Marseilles—Mr. and Mrs. Truicide, Mrs. T. Skirunden, Miss Wright, Messrs. McIntyre, Dalghish, Dr. J. Anderson, from Colombo—Rev. and Mrs. W. H. Findlay, from Brindisi—Mr. Priddan, from London for Manila—Mr. G. Bartler, from Bombay for Shanghai—Lieut. L. H. C. Odvart, for Yokohama from London—Misses Huttons (2), Messrs. H. Sepper, Lowton, and Misses Lawton (2). From Brindisi—Mrs. and Miss Kirkland, Misses Cockrane, G. A. O'Brien, and W. L. O'Brien, from Auckland—Mr. and Mrs. L. A. Locie, and Miss La Roche, for Shanghai from London—Mr. Kalwhistle, Mr. A. John Wayne, and valet, Messrs. Newcome and J. Thomson, from Marseilles—Messrs. E. Krauss, C. Sharp, J. McLean, Mrs. Rudcliffe, Miss Young, Mr. C. Smith and servant, for Yokohama—Mr. Cartwright, for Hongkong from Penang—Mr. Gibson, from Colombo—Mr. Skrimshire, from Singapore—Messrs. L. B. Loves, W. Chapman, Fye, Chun Kau Tiap, L. Builey and servant, E. Nardin, Meyer, H. B. Durndle, from Port Said for Havre—Mr. E. Lewis, from Bombay for Hongkong—Mr. A. Wood, from Marseilles for Bombay—Mr. J. S. Elmore, for Yokohama—Mr. H. M. F. Elmore, from Singapore for Shanghai—Mr. F. Elmore, for Hongkong—Messrs. Gutierrez, J. C. Remedios and one assistant.

STEAMERS EXPECTED.

Names.	From.	Due.
Alcoa	Moji	Mar. 5th
Goodwin	Japan	Mar. 5th
König Albert	Singapore	Mar. 6th
Bayern	Japan	Mar. 6th
Gauda	Singapore	Mar. 6th
Kawachi Maru	Singapore	Mar. 6th
Nippon Maru	Moji	Mar. 7th
Ilissago	Bombay	Mar. 10th
City of Rio de Jan.	San Francisco	Mar. 17th
Empress of China	Vancouver	Mar. 20th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of the various shipping companies to furnish this office, on the form already supplied, their clerks with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Alcoa	San Francisco, &c.	Mar. 15th
America Maru	San Francisco, &c.	April 14th
Astoria	New York	Mar. 25th
Australian	Sydney, &c.	Mar. 15th
Bayern	Straits, &c.	Mar. 7th
Calchias	London	Mar. 20th
Camorta	Kangoon	Mar. 3rd
Candia	Kobe	Mar. 9th
Ceylon	London	Mar. 8th
Changsha	Sydney, &c.	Mar. 10th
Changshu	San Francisco, &c.	Mar. 3rd
Chingtu	"	Mar. 6th
City of Peking	San Francisco, &c.	April 21st
City of Rio	San Francisco, &c.	Mar. 27th
Clyde	Europe, &c.	Mar. 1st
Columbia	Portland, &c.	April 7th
Coptic	San Francisco, &c.	April 5th
Doric	San Francisco, &c.	Mar. 10th
Diamante	Manila	Mar. 3rd
Emp. China	Vancouver, &c.	April 4th
Emp. India	"	April 25th
Emp. Japan	"	Mar. 14th
Gaelic	San Francisco, &c.	May 1st
Glengloe	Victoria, B.C.	April 24th
Goodwin	Victoria, B.C.	Mar. 15th
Hailong	Swatow, &c.	Mar. 3rd
Hamburg	Swatow, &c.	Mar. 4th
Heidelberg	Straits, &c.	May 10th
Heidelberg	Havre, &c.	April 6th
Hongkong Maru	San Francisco, &c.	May 8th
Ichang	Shanghai	Mar. 4th
Kanagawa Maru	Marseilles, &c.	Mar. 9th
König Albert	Straits, &c.	April 4th
Lady Joyce	San Diego, &c.	Mar. 31st
Madjuro Maru	Swatow, &c.	Mar. 4th
Masilissa	Marseilles, &c.	April 14th
Mausang	Sandakan	Mar. 7th
Monmouthshire	Portland, &c.	Mar. 5th
Nervon	New York	Mar. 10th
Nanchang	Tientsin, &c.	Mar. 7th
Nestor	Liverpool	Mar. 7th
Nippon Maru	San Francisco, &c.	Mar. 20th
Norfolk	Straits, &c.	June 28th
Olympia	Victoria, B.C.	Mar. 11th
Orestes	London	Mar. 26th
Paramatta	Marseilles, &c.	May 31st
Preussen	Straits, &c.	May 16th
Prinz Heinrich	Straits, &c.	May 2nd
Rijun Maru	Victoria, B.C.	Mar. 10th
Rosetta	Japan	Mar. 3rd
Sachsen	Straits, &c.	June 14th
Sarpedon	London	Mar. 8th
Saravia	Havre, &c.	Mar. 16th
Savonia	Havre, &c.	May 31st
Sibiria	Havre, &c.	April 20th
St. Regulus	New York	O.k. desp.
Stuttgart	Straits, &c.	Mar. 21st
Tenkai	London	Mar. 14th
Thyra	San Diego, &c.	Mar. 7th
Weimar	Straits, &c.	April 18th

Intimations.

THE HONGKONG AND KOWLOON
WHARF AND GODOWN
CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on MONDAY, the 5th March, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 31st December, 1899.

THE TRANSFER BOOKS of the Company will be CLOSED from the 2nd February to 5th March, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 17th February, 1900. [224b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, on WEDNESDAY, the 7th day of March, at NOON, for the purpose of passing the following RESOLUTIONS:

1. That the Proposed of the Directors to call up the Unpaid Capital of the Company in ONE CALL of \$50 per Share PAYABLE on 1st July next, is approved.

And if such Resolution is passed, for the purpose of receiving the following SPECIAL RESOLUTIONS:

2. That the Profits accrued to the Company from the issue of a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing, to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised and be applied in payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

Should the above Special Resolution be passed by the required majority, it will be submitted for confirmation at a subsequent Meeting to be called for the purpose in due course.

By Order of the Board,

A. SHELTON HOOVER,
Secretary.

Hongkong, 20th February, 1900. [233b]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FIRST ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 4, Queen's Road Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 8th March, both days inclusive.

By Order,

GEO. L. TOMLIN,
Secretary.

Hongkong, 9th February, 1900. [17th]

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE FIFTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 4, Praya Central, Victoria, on THURSDAY, the 8th March, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd February to 8th March, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 17th February, 1900. [221b]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S OFFICE, on TUESDAY, the 27th instant, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any Matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 1st March, 1900. [270b]

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S OFFICE, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

1. To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.

2. To consider and if thought fit to pass a Resolution to the effect "That the New Regulations already approved by this Meeting and for the purpose of identification" subscribed by the Chairman "thereof be and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

A copy of the proposed New Regulations may be seen at the Company's Office.

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated the 1st day of March, 1900.

By Order of the Board,

C. MOONEY,
Secretary.

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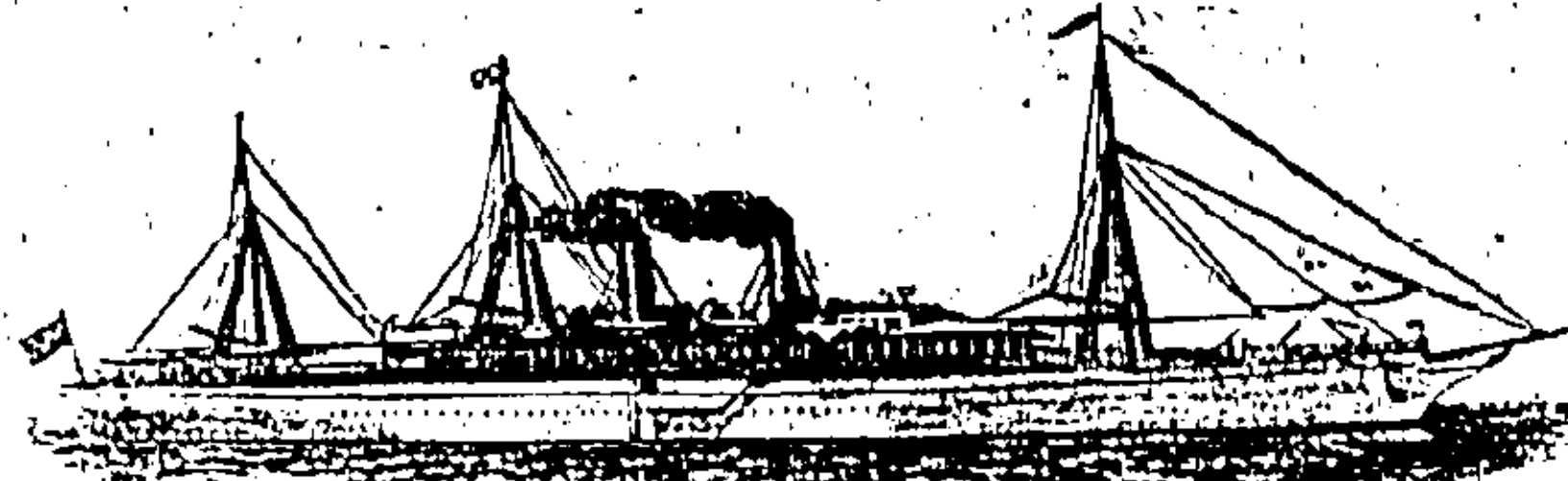
NOTICE OF REMOVAL.

WE have This Day transferred our Offices from Nos. 51, 53 and 55, Queen's Road, Central, to 1 and 2, Des Voeux Road, New Praya Central, opposite the Praya Entrance of Lee Yuen Street East.

MOUNSEY & BRUTON,
Solicitors.

Hongkong, 1st March, 1900. [266b]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 14th March.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 4th April.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Fiddler's Street.

Hongkong, 14th February, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON TOLERA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, AND HONOLULU, THE UNITED STATES, &c.

Thyria... 3,450... about... Mar. 7

Lady Joyce... 3,450... about... Mar. 31

THE Steamship

"THYRIA"

will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA & HONOLULU, on WEDNESDAY, the 7th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 2nd March, 1900. [28]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Goodwin... 4,421... A. Jackson... Mar. 15

Olympia... 2,837... J. Truebridge... Mar. 31

Glenglo... 3,750... W. Frakes... April 21

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... 2,874... W. A. Evans... Mar. 5

Columbia... 2,976... T. H. Dolson... April 7

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

HONGKONG TO NEW YORK £41.

"The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in duplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th February, 1900. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CLYDE"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., TO-MORROW, the 3rd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 2nd March, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 10th Mar., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 1st May, at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 10th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th February, 1900. [2]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

KANAGAWA MARU... {MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID... FRIDAY, 9th March, at Daylight.

RIJUN MARU... {VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOI, KOBE, and YOKOHAMA... SATURDAY, 10th March, at 4 P.M.

* Through Passengers Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 24th February, 1900. [6]

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINE.



(Freight Service.)

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

*SAVOIA... HAVRE and HAMBURG... 16th March... Freight and Passage.

LAGER... (LONDON with transhipment in HAMBURG) NEW YORK... About 25th March... Freight.

ASTORIA... (via SUZ CANAL) HAVRE and HAMBURG... About 31st March... Freight.

SAXONIA... (LONDON with transhipment in HAMBURG) HAVRE and HAMBURG... About 6th April... Freight and Passage.

HEIDELBERG... (LONDON with transhipment in HAMBURG) HAVRE and HAMBURG... About 20th April... Freight and Passage.

SIBIRIA... HAVRE and HAMBURG... April... Passage.

Diann... (LONDON with transhipment in HAMBURG) HAVRE and HAMBURG... April... Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO., Agents.

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TOYO KISEN KAISHA.

U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 20th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 8th May, at Noon.

THE Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 20th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 2nd February, 1900. [7]

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

